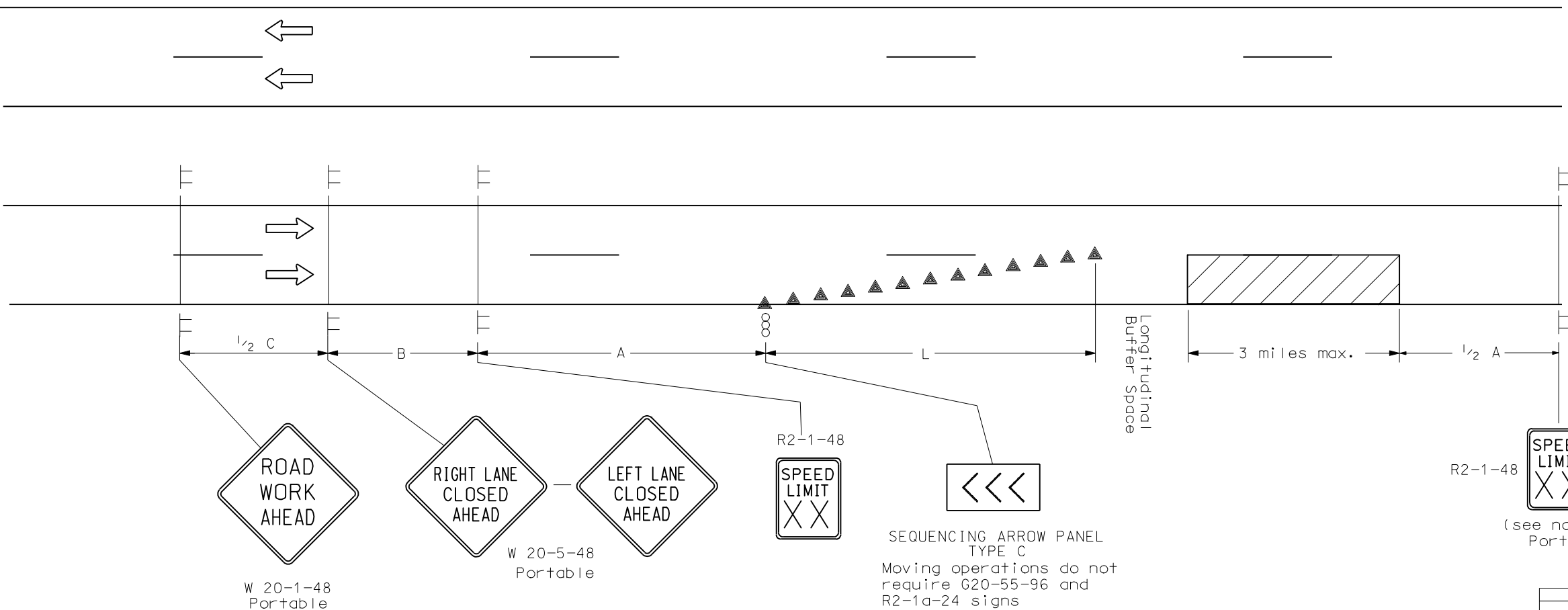


SIGN LAYOUT FOR ONE LANE CLOSURE DIVIDED HIGHWAY MOVING OPERATION

D-704-32



Notes

- If the moving operation is not visible to the motorist from the end of the taper, an additional sequencing arrow panel should be provided near the work area placed in the closed lane.
- Variables
S = Numerical value of speed limit or 85th percentile.
W = The width of the taper.
L = Minimum length of taper, or S x W for freeways, expressways, and all other roads with speeds of 45 mph or greater, or W x S²/60 for urban, residential, and other streets with speeds of 40 mph or less.
- Cones used for tapering traffic shall be spaced at the dimension "S".
- Sequencing Arrow Panels
Panels should normally be placed at the beginning of the taper. Where shoulder width does not provide sufficient room, the panel should be moved closer to the work area so that it can be placed on the roadway surface.
Type A shall be used on roadways with slow moving traffic speeds and low volume (25 mph & 750 ADT or less).
Type B shall be used on roadways with moderate traffic speeds and volumes (40 mph and 5000 ADT or less).
Type C shall be used on roadways with high traffic speeds and volumes (over 40 mph and 5000 ADT).
- The speed limit shall be re-established. The exact speed limit shall be determined in the field, dependent on location and conditions.
- The reduced speed limit shall be determined dependent on the in place speed limit before construction. The speed limit reduction should not exceed 10 mph below the existing speed limit, unless the design speed of the work zone feature has been reduced below the 10 mph. In this case, the speed limit reduction shall not exceed 30 MPH. Where speed limits are to be reduced more than 30 MPH, a second speed limit sign shall be installed with the desired speed reduction but shall not exceed 30 MPH. The second speed limit sign shall be placed at 1/2 B.
- When warning signs are used in urban areas and the signs are not portable, flags shall be installed. The flags shall be 24 inches square, mounted perpendicular to the edges of the diamond sign, and at such a distance above the edge so that when the flag is limp it will not touch the sign. Rural areas will not require flags.
- Existing speed limit signs within a reduced speed zone shall be covered.
- The contractor has the option of using portable sign supports in lieu of post mounted sign as shown on the standard drawings as specified in section 704.03 C.

* Posted speed, off-peak 85th percentile speed prior to work starting, or the anticipated operating speed in mph.

ADVANCE WARNING SIGN SPACING			
Road Type	Distance Between Signs Min. (ft)		
	A	B	C
Urban - Low Speed (30 mph or less)	150	150	150
Urban - Low Speed (over 30 to 40 mph)	280	280	280
Urban - High Speed (over 40 mph to 50 mph)	360	360	360
Rural - High Speed (over 50 mph to 65 mph)	720	720	720
Urban Expressway and Freeway (55 mph to 60 mph)	850	1350	2200
Rural Expressway and Freeway (70 mph to 75 mph)	1000	1500	2640
Interstate/4-Lane Divided (Maintenance and Surveying)	750	1000	1500

KEY	
	Type I barricade
	Type II barricade
	Type III barricade
	Sign
	Delineator drum
	Cones
	Work area
	Flagger
	Sequencing arrow panel
	Type A delineator or vertical panels back to back

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
08-01-92	
REVISIONS	
DATE	CHANGE
09-27-93	Arrow panel
06-20-95	Speed limit
05-28-96	Buffer space
08-15-96	Revised flag note
09-03-96	70 MPH
01-31-97	Sign spacing
10-01-99	General revisions
11-15-99	Add Taper Width to note
03-21-01	Revised note 3
07-05-01	Revised exiting A dim.
07-25-03	Revised W21-4 to W20-1
04-01-04	Revised warning and buffer spacing
12-01-04	PE Stamp added
06-29-05	Rev. Adv. Warning Table, Rev. Note 6

This document was originally issued and sealed by Mark S Gaydos Registration Number PE-4518, on 06/29/05 and the original document is stored at the North Dakota Department of Transportation